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25X17

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SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

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1. On 30 December 1952, double-track operations were resumed on the Finsterwalde-Collnitz railroad line. It was expected that double-track operations on the Collnitz-Calau section could be resumed in mid-January 1953. ¹
2. In December, two pairs of express trains and two pairs of local passenger trains daily operated on the Karow-Birkenwerder railroad line, which was opened on 26 November. Freight traffic had not been started on the line, on which finishing work was being done in January 1953. Some temporary bridges had been replaced by permanent structures. The connecting curve near Karow was expected to be completed about the beginning of April 1953. ²
3. In early January, [] preparatory work was being done on the Birkenwerder-Wustermark line. The top soil was being removed and patches of woodland cleared along the course of the line. ³
[] the construction of the Loewenberg-Eberswalde line was cancelled for 1953 in favor of construction work on the Northwest Ring Berlin. ⁴
4. At a conference held at the Directorate General, Railroads, Berlin, in early January, the chief of the Special Commission for Permanent Way Construction Materials stated that the East German railroads was to receive 500 km of type S 49 rails from France. This statement was immediately corrected by Director General Erwin Kramer, who said that the rails would be delivered by the Max Huette Foundry in Unterwellenborn. The chief of the Special Commission mentioned later that the rails would actually be furnished by France. ⁵
5. []
[] after 19 January, the Stahnsdorf-Dreilinden-Wannsee stretch of the Berlin interurban railroad system was temporarily to

641

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[illegible]

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SECRET, [REDACTED]

[REDACTED] 25X1

- 2 -

25X1 be closed because of construction work to be done. [REDACTED]
 25X1 [REDACTED] the Stahnsdorf-Dreilinden line section was to be dismantled under
 25X1 the supervision of Volkspolizei personnel. ⁶

6. In early January, [REDACTED] the Karow-Birkenwerder line was
 25X1 double-track from Karow as far as Bergfelde and single-track from
 25X1 Bergfelde as far as Birkenwerder. ²

7. In mid-January, [REDACTED] work was being done on the designs
 for the Michendorf-Wildpark line. Only excavation and bridge construction
 work was scheduled for 1953. The completion date for the line is 1954. ⁷

8. [REDACTED] the following railroad construction
 25X1 projects are scheduled to be executed in 1954:

a. Construction of a second track on the Wildpark-Wustermark line;
 this work was cancelled in 1953 because of a lack of funds.

b. Construction of a second track on the Brieselang-Wustermark stretch
 of the Northwest Ring Berlin. After completion of this project the
 entire Northwest Ring will be double-track. ³

c. Construction of a second track on the Karow-Wuhlheide line. ⁸

9. From 11 through 16 January, [REDACTED] no construction was
 25X1 being done on the Oder River bridge near Kuestrin. Four tracks were
 25X1 being laid beside the existing tracks west of the bridge over the
 flood area of the Oder River near Kuestrin. ⁹

10. From 3 through 6 January, the emergency loading ramps in Zehdenick,
 Vogelsang, and Templin were inspected by the chief of the Soviet
 transportation control headquarters attached to the Greifswald
 regional railroad headquarters. The ramps were not yet completed. ¹⁰

11. In early January, [REDACTED] it
 25X1 was planned to build a railroad line from Schwedt to Koenigsberg/Neumark.
 25X1 Source believed that this project may be connected with an airfield east
 of the Oder River, the construction of which was, allegedly, planned
 or had already been started. ¹¹

12. The opening of the Vogelsang spur track was postponed to 1 February,
 because of defective construction of the roadbed of the line. For the
 time being, the daily unloading capacity of the track is adequate for
 90 carloads. However, the daily unloading capacity is later to be
 raised to 200 carloads. This requires the construction of several
 unloading points and sidings. ¹²

25X1 [REDACTED] Comment. The opening of the second track on the Finsterwalde-
 25X1 Gollnitz railroad line section was reported previously. [REDACTED]
 25X1 [REDACTED] delays in construction work on the Gollnitz-Calau line section,
 25X1 [REDACTED]

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- 3 -

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25X1 [] Comment. [] The junctions of the
 25X1 line to the Berlin-Stettin line at Karow and the Berlin-Stralsund
 25X1 line at Birkenwerder are single-track, while the Karow-Birkenwerder
 25X1 line itself (Nord Ring) is double-track.

25X1 [] Comment. [] the Northwest Ring Berlin project, the
 25X1 Birkenwerder-Brieselang section of which is to be built []

25X1 [] Comment. This project, which had been planned for some years,
 has repeatedly been postponed in favor of other construction projects.

25X1 [] Comment. Information on the establishment of a Special
 Commission for Permanent Way Construction Materials was transmitted
 25X1 previously. [] The technical specifications
 for S 49 type heavy rails are: depth 148 mm; width of head 67 mm;
 width of base 125 mm; thickness of web 14 mm; weight 49.05 kg/m.
 Information on negotiations between East Germany and the French firm
 25X1 of Schneider-Creuzot concerning the delivery of 90,000 tons of rails
 was transmitted previously. []

25X1 [] Comment. The suspension of traffic on this stretch of the Berlin
 interurban railroad system was also reported in the East German press.
 25X1 The information on the dismantling of the line section mentioned
 requires confirmation.

25X1 [] Comment. [] Originally the double-
 track Michendorf-Wildpark railroad line was to be built []

25X1 [] Comment. The construction of the double-track Wildpark-Mustermari-
 25X1 line (Westring Berlin) is included in the 1953 construction program.
 [] The information on the intended double-
 25X1 tracking of the Karow-Wuhlheide stretch of the Northern Section of the
 Berlin Outer Freight Ring, which was completed single-track in 1950,
 requires confirmation. After completion of the project the entire Berlin
 25X1 Outer Freight Ring will be doubletrack. []

25X1 [] Comment. Information on the delay in the double-tracking of the
 Oder River bridge near Kuestrin because of a shortage of construction
 25X1 materials was transmitted previously. [] The
 25X1 difficulties previously reported seem to continue. The double-tracking
 of the bridge over the flood area of the Oder River near Kuestrin was
 reported previously. []

25X1 [] Comment. The ramps were constructed in order to improve the
 capacity of the detraining points of the Templin troop training grounds.

25X1 [] Comment. This is the first information on the construction of
 an airfield near Koenigsberg/Neumark. The construction of this railroad
 line appears improbable, because it would require the construction of
 25X1 one large bridge each over the western and eastern branches of the
 Oder River. Moreover, an airfield in this area could easily be served
 via Kuestrin, Stettin, or the Oder bridge near Zaeckerick, the
 construction of which was included in the 1953 construction program.

25X1 [] However, []
 the road bridge over the Oder River near Schwedt is scheduled to be

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- 4 -

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25X1 Comment. The original completion date for the Vogelsang-
25X1 Schorfheide airfield branch line was 12 December 1952.
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